

RTIP ID# *(required)* RIV071246

TCWG Consideration Date

January 24, 2012

Project Description *(clearly describe project)*

The City of Coachella is proposing construct a new 6-lane Grade Separation overhead structure spanning over Union Pacific Railroad (UPRR) mainline tracks and Grapefruit Blvd/Hwy 111, from Shady Lane to approximately 600 feet east of Industrial Way/Tyler Street intersection along Avenue 52. Project improvements include: A new connection road from Avenue 52 to Grapefruit Blvd/Hwy 111, bike lanes, sidewalks, retaining walls, reconstruction and addition of traffic signals and driveways, and removal of the existing at-grade crossing.

The proposed Build alternative includes the following main features as shown in Figure 1.

New Connection Road extending Sunset Drive to Grapefruit Boulevard

To maintain connectivity to Grapefruit Boulevard, a new connection road extending Sunset Drive to Grapefruit Boulevard will be constructed via Avenue 52 at Sunset Drive. The current three legged intersection at Sunset Drive/ Avenue 52 will be reconstructed with the addition of a new southern leg at the existing intersection, which will ultimately extend Sunset Drive to form a new intersection at Grapefruit Boulevard. The Sunset Drive extension will provide access between Grapefruit Boulevard and Avenue 52 as well as provide access to a commercial located at the southwest corner of Avenue 52/ Grapefruit Boulevard intersection.

Roadway Design

Portions of the Avenue 52 roadway would be modified to transition the existing through lanes to meet the horizontal alignment of the bridge lanes. The roadway geometrics east of the proposed new bridge would be designed to meet an existing four-lane configuration along Avenue 52 from Grapefruit Boulevard to Tyler Street/Industrial Way and a five lane configuration west of the new bridge structure from Shady Lane to Grapefruit Boulevard.

The roadway from Shady Lane to Tyler Street would be built with an 8-foot-wide shoulder, shared bike lane and sidewalk to provide safer travel for bicyclists and pedestrians. Additionally, a striped median would separate the three lanes in each direction. Existing drainage features along Avenue 52 would be modified to better accommodate stormwater runoff.

Roadway geometrics west and east of the proposed new bridge structure would be considered interim until the widening at either end of the new grade separation crossing begins, which will be a separate project by the City. This interim design would include a taper from six lanes at the bridge to the existing four-lane roadway configuration.

Driveway Relocation

Access driveway west of Grapefruit Boulevard – This access driveway to commercial properties will be relocated in order to accommodate the construction of the Avenue 52 Grade Separation Project. Direct access to Avenue 52 Direct driveway access to Avenue 52 from properties located adjacent to the new bridge structure will be either restricted and/or relocated. The Sunset Drive extension will provide access to Avenue 52 for commercial properties located adjacent to the Grapefruit Boulevard and Avenue 52 intersection.

Access driveway east of Grapefruit Boulevard/UPRR Tracks – Driveway access to properties east of Grapefruit Boulevard/UPRR Tracks along Avenue 52 will be restricted. The existing Coachella Valley Water District (CVWD) driveway on Avenue 52 will be vacated. A new driveway along Tyler Street will be constructed as a replacement for CVWD access driveway.

Access to industrial and commercial businesses located on the southwest corner of Avenue 52 and Industrial Way will be relocated. A roadway with a cul-de-sac will be constructed to provide access to the commercial properties within the project area, which will be located parallel and south of Avenue 52, via Industrial Way.

Other Features include bicycle lanes, traffic signals at three intersections (Shady Lane/ Ave 52, Sunset Drive/ Ave 52, Grapefruit Boulevard/ Sunset Avenue), sidewalks, and retaining walls. Utility relocations will be required as part of the proposed project.

Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange and roadway realignment.				
County Riverside	Narrative Location/Route & Postmiles In the City of Coachella – Avenue 52 grade separation over Grapefruit Blvd/ Hwy 111 & UPRR: Construct a new 6-lane Ave 52 grade separation overhead structure spanning over UPRR mainline tracks and Grapefruit Blvd/Hwy 111, from Shady Ln to approximately 600' east of Industrial Way/Tyler St. Improvements include reconfiguration of connection from Ave 52 to Grapefruit Blvd/Hwy 111, bike lanes, sidewalks, retaining walls, reconstruction of traffic signals/Driveways, Remove existing at-grade crossing. (The project limits are within the City of Coachella's jurisdiction and postmiles are not applicable). Federal Project No. CML 5294(007)			
Lead Agency: City of Coachella				
Contact Person Nasrin Behmanesh	Phone# (626) 440-6345	Fax# (626) 440-1655	Email Nasrin.Behmanesh@parsons.com	
Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: February 2012				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2/7/2011	2/16/2012	2/16/2012	11/1/2013
End	2/15/2012	2/25/2013	4/22/2013	3/31/2015
Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i> The proposed project is part of an overall regional and countywide strategy to improve safety and mobility at rail and highway grade crossings and has been included within SCAG's 2008 RTP and Coachella Valley Association of Government's Transportation Plans and Programs. The following objectives are applicable to the proposed project:				
<ul style="list-style-type: none"> • Improve public safety by removing the at-grade crossing across the UPRR tracks, which ultimately eliminates the potential for train versus automobile/truck/pedestrian accidents. • Improve mobility by providing direct access over and across the UPRR tracks, which would improve emergency vehicle response times by eliminating traffic queuing and associated delays. • Accommodate goods movement traffic along the existing rail corridor, including the areas in the eastern Coachella Valley. • Improve air quality by reducing extended periods of vehicles idling at the train crossing. • Reduce noise intrusion into the adjacent neighborhood from train horn soundings. • Improve traffic operations and accommodate future planned growth by enhancing LOS at local area street intersections. • Accommodate existing and planned land uses in the city of Coachella and surrounding areas, as defined in their respective General Plans. 				
In summary, the proposed project is needed to: improve mobility, address vehicular, pedestrian and bicycle safety crossing the UPRR, improve emergency response times, and accommodate future traffic and population demands.				

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Land uses adjacent to the proposed improvements sites include commercial properties on the west of Grapefruit Boulevard/Hwy 111 (northwest and southwest of the intersection with Avenue 52), and on the southeast of the intersection of Avenue 52 and Grapefruit Blvd; an administrative office building (Coachella Valley Water District property) on the northeast quadrant of the intersection. Residential uses are located north and south of Avenue 52 from the western limit of project (Shady Lane) to Sunset Drive; and northeast of Avenue 52 and Tyler Street intersection. Sensitive receptors in the project vicinity are shown in Figure 2. The proposed project would not affect the adjacent land uses or truck traffic generation factors.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 1. Roadway Segments Traffic Data for Opening Year 2015 - No Build and Build**

Roadway Segment	2015 - No Build			2015 - Build			AADT Change	
	AADT		% Trucks	AADT		% Trucks		
	All Vehicles	Trucks		All Vehicles	Trucks			
Avenue 52, between								
Shady Lane and Genoa Street	9,563	137	1.4%	9,875	81	0.8%	312	-56
Genoa Street and Calle Limon	9,213	56	0.6%	9,638	94	1.0%	425	38
Calle Limon and Sunset Drive	9,319	94	1.0%	9,700	100	1.0%	381	6
Sunset Drive and Grapefruit Blvd/Hwy 111	9,126	112	1.4%	15,110	837	5.5%	-8,045	448
Grapefruit Blvd/Hwy 111 and Tyler Street	14,029	277	0.6%					
Grapefruit Boulevard /Hwy 111, between								
9 th Street and Bagdad Avenue	16,537	352	2.1%	17,115	318	1.9%	578	-34
Bagdad Avenue and Hill Drive	16,298	345	2.1%	16,656	292	1.8%	358	-53
Hill Drive and Avenue 52	16,146	318	2.0%	16,477	292	1.8%	922	-20
Ave. 52 and proposed Sunset Dr. Connector	14,885	299	2.0%					
South of Sunset Drive				15,476	305	2.0%		

AADT – average annual daily traffic; Truck data include the 3- and 4- axel trucks, which generally use diesel fuel

Source: Parsons, 2011.

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**Table 2. Roadway Segments Traffic Data for Horizon Year 2035 - No Build and Build**

Roadway Segment	2035 - No Build			2035 - Build			AADT Change	
	AADT		% Trucks	AADT		% Trucks		
	All Vehicles	Trucks		All Vehicles	Trucks			
Avenue 52, between								
Shady Lane and Genoa Street	18,688	281	1.5%	19,719	87	0.4%	1,031	-194
Genoa Street and Calle Limon	18,639	119	0.6%	21,150	94	0.4%	2,511	-25
Calle Limon and Sunset Drive	18,832	187	1.0%	21,150	100	0.5%	2,318	-87
Sunset Drive and Grapefruit Blvd/Hwy 111	18,476	212	1.1%	29,156	537	1.8%	-15,147	-143
Grapefruit Blvd/Hwy 111 and Tyler Street	25,827	468	1.8%					
Grapefruit Boulevard /Hwy 111, between								
9 th Street and Bagdad Avenue	33,532	703	2.1%	34,096	318	0.8%	564	-424
Bagdad Avenue and Hill Drive	32,902	683	2.1%	33,002	292	0.8%	100	-424
Hill Drive and Avenue 52	32,657	630	2.0%	32,696	292	0.8%	662	-657
Ave. 52 and proposed Sunset Dr. Connector	30,176	551	2.0%					
South of Sunset Drive				30,799	305	0.9%		

AADT – average annual daily traffic; Truck data include the 3- and 4- axel trucks, which generally use diesel fuel

Source: Parsons, 2011.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

The facility is an at-grade intersection crossing which will be reconfigured to a grade separation structure. The Roadway segments data are provided in the above sections (Tables 1 and 2). Traffic conditions at the affected intersections are presented in Tables 1-a and 2-a.

Table 1-a. Intersections Traffic Data – Opening Year 2015

Intersection	Peak Hour	No Build		Build	
		LOS	Delay/ Vehicle	LOS	Delay/ Vehicle
Shady Lane/Ave 52	AM	B	12.7	B	14.6
	PM	B	13.2	B	12.4
Genoa St/Ave 52	AM	B	10.5	C	16.1
	PM	B	10.6	C	15.7
Calle Limon/Ave 52	AM	B	11.6	B	11
	PM	B	11.4	B	10.2
Sunset Dr/Ave 52	AM	B	10.8	C	21.4
	PM	B	11.8	C	21.5
Grapefruit Blvd/9th St	AM	D	25.7	D	26
	PM	D	28.3	D	29.3
Grapefruit Blvd/Bagdad Ave	AM	C	20.8	C	21.2
	PM	D	32.3	D	32.9
Grapefruit Blvd/Hill Dr	AM	C	18.9	C	19.4
	PM	D	27.1	D	27.7
Grapefruit Blvd/Ave 52	AM	C	25.7	- a	- a
	PM	C	26.2	- a	- a
Tyler St/Industrial Wy/Ave 52	AM	F	81.5	C	25
	PM	E	39.3	C	22.7
Sunset Dr/ Grapefruit Bl	AM	- a	- a	B	17.9
	PM	- a	- a	B	17.5

^a Proposed or relocated intersection, for which traffic data is not applicable.

Table 2-a. Intersections Traffic Data – Horizon Year 2035

Intersection	Peak Hour	No Build		Build	
		LOS	Delay/ Vehicle	LOS	Delay/ Vehicle
Shady Lane/Ave 52	AM	D	41.4	D	33.1
	PM	E	46	D	36.2
Genoa St/Ave 52	AM	C	22.2	B	13.3
	PM	D	26.4	B	12.2
Calle Limon/Ave 52	AM	C	18.8	C	19.8
	PM	C	18.7	C	15
Sunset Dr/Ave 52	AM	C	15.8	C	34.4
	PM	C	20	C	31.3
Grapefruit Blvd/9th St	AM	F	494	F	517.8
	PM	F	670.3	F	756
Grapefruit Blvd/Bagdad Ave	AM	F	361	F	365.5
	PM	F	1125.4	F	1099.2
Grapefruit Blvd/Hill Dr	AM	F	121.6	F	129.6
	PM	F	537.5	F	545.8
Grapefruit Blvd/Ave 52	AM	D	54.4	- a	- a
	PM	E	65.5	- a	- a
Tyler St/Industrial Wy/Ave 52	AM	F	2180	D	43.4
	PM	F	1340.8	C	32.7
Sunset Dr/ Grapefruit Bl	AM	- a	- a	D	35.2
	PM	- a	- a	D	50.6

^a Proposed or relocated intersection, for which traffic data is not applicable.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed project is intended to improve traffic flow and safety through grade separation of Avenue 52 at the UPRR train crossing. This will reduce the emissions by eliminating vehicle idling while waiting for the trains to pass by. The proposed project would improve vehicular, pedestrian and bicycle safety, thus contributes to the improving multi modes of transportation, facilitating physical activity and promoting healthy environment.

As data in Tables 1 and 2 show, some roadway segments within the project corridor would have a decrease in daily traffic volume, while some would have an increase in traffic volume. The segment that shows a considerable decrease in traffic volume is adjacent to the Campos Unidos Preschool, located east of the UPRR and north of Avenue 52.

The proposed improvements at Avenue 52 are considered a “Backbone Priority Project”; according to the Coachella Valley transportation project prioritization study (TPPS), backbone projects are projects that have an importance to the regional circulation. With anticipated growth in the project area, the project will reduce congestion anticipated at the at-grade railroad crossing and would eliminate the potential for train-versus-vehicle accidents in the future.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed project does not qualify as project of local air quality concern (POAQC) for the following reasons:

The proposed project is not a new or expanded highway project that would have a significant number or increase in the number of diesel vehicles. Diesel truck ADT ranges from 81 to 837, well below the 10,000 threshold for potential PM hot-spot generation. The project would not increase the volume or the percentage of diesel traffic on Hwy 111, in fact it would slightly reduce the truck traffic along Hwy 111 (see Tables 1 and 2).

The project would not adversely affect intersections level of service (see Tables 1-a and 2-a), furthermore, the average daily traffic and the percentage of diesel vehicles within the project corridor is relatively low thus it would not create potential for hot spots of PM emissions.

This project does not include any new or expanded bus or rail terminal or transfer points.

As of February 2010, California ARB has approved the Coachella Valley PM₁₀ Redesignation Request and Maintenance Plan, which is pending final federal approval. No areas of potential PM₁₀ violations are identified in the proposed plan. Currently, there is no state implementation plan for PM_{2.5} and the proposed project is therefore not identified within an implementation plan as an area of potential violation.

Based on the information provided above, the proposed project is not expected to introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the SIP/RTP/FTIP. Therefore, the project meets the Clean Air Act requirements and it qualifies for a finding of “Not POAQC” based on the definition contained in 40 CFR 93.123(b)(1).

Figure 1. Proposed Project Improvements and Sensitive Receptors Locations



2011 Federal Transportation Improvement Program

Riverside County
State Highway
Including Amendments 1-15 and 17
(In 000's)

RIV CO SALES TAX			102,940	102,940					102,940			102,940
STATE CASH - RIP	5,273			5,273	5,273							5,273
RIV070308 Total	16,973	2,745	102,940	122,658	5,273		11,700		2,745	102,940		122,658

ProjectID	County	Air Basin	Model	RTP ID		Program	Route	Begin	End	System	Conformity Category	Amendment	
RIV060106	Riverside	SCAB	R360	RIV060106		CARH3	91	3.71	3.71	S	NON-FEDERAL/NON-REGIONAL	0	
Description:								PTC	3,133	Agency	CORONA		
AT SR91/SERFAS CLUB DR IC: WIDEN UC ARTERIAL (BTWN WARDLOW & FRONTAGE) 5 TO 6 LNS (FOR 2ND LEFT-TURN LN), ADD SB RIGHT-TURN LN TO WB ENTRY RAMP, & WIDEN EB EXIT RAMP 2 TO 3 LNS													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CITY FUNDS		483		2,650	3,133	483		2,650					3,133
RIV060106 Total		483		2,650	3,133	483		2,650					3,133

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV010212	Riverside	SCAB	0203	RIV010212	CAX62	91	15.63	21.6	S	TCM Committed	17		
Description:							PTC	278,456	Agency	CALTRANS			
ON SR91 - ADAMS TO 60/215 IC: ADD ONE HOV LN IN EACH DIRECTION, RESTRIPE TO EXTEND 4TH WB MIXED FLOW LANE FROM 60/215 IC TO CENTRAL OFF-RAMP, RESTRIPE TO EXTEND 5TH WB MIXED FLOW LANE FROM 60/215 IC TO 14TH ST OFF-RAMP, AUX LNS (MADISON-CENTRAL), BRIDGE WIDENING & REPLACEMENTS, EB/WB BRAIDED RAMPS, IC MOD/RECONSTRUCT + SOUND/RETAINING WALLS													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CMAQ		17,054	20,000	34,546	71,600	37,054	34,546						71,600
AGENCY		3,208	18,487		21,695	21,695							21,695
CORRIDOR MOBILITY PROGRAM				157,198	157,198		157,198						157,198
STATE CASH - RIP			24,263		24,263	24,263							24,263
TRAFFIC CONGESTION RELIEF		3,193	507		3,700	3,700							3,700
RIV010212 Total		23,455	63,257	191,744	278,456	86,712	191,744						278,456

ProjectID	County	Air Basin	Model	RTP ID	Program	Route	Begin	End	System	Conformity Category	Amendment		
RIV071246	Riverside	SSAB		3A07094	CAX61	111	27	27	S	NON-EXEMPT	8		
Description:							PTC	22,290	Agency	COACHELLA			
IN THE CITY OF COACHELLA – CONSTRUCT A NEW 6-LN AVE 52 GRADE SEPARATION OVERHEAD STRUCTURE SPANNING OVER UPRR MAINLINE TRACKS AND GRAPEFRUIT BLVD/HWY 111, FROM SHADY LN TO APPROX 600' E/O INDUSTRIAL WAY/TYLER ST. IMPROVEMENTS INCL: RECONFIG CONNECTION FROM AVE 52 TO GRAPEFRUIT BLVD/HWY 111, BIKE LANES, SIDEWALKS, RETAINING WALLS, RECONST TRAFFIC SIGNALS/DRIVEWAYS, REMOVE EXISTING AT-GRADE CROSSING													
Fund		ENG	R/W	CON	Total	Prior	2010/2011	2011/2012	2012/2013	2013/2014	2014/2015	2015/2016	Total
CMAQ		2,362	2,500	5,318	10,180	2,362		2,500	5,318				10,180
Section 125 - Surface Transportation Priorities				380	380				380				380
CITY FUNDS		306		1,424	1,730	306			1,424				1,730
TRADE CORRIDOR PROGRAM				10,000	10,000				10,000				10,000
RIV071246 Total		2,668	2,500	17,122	22,290	2,668		2,500	17,122				22,290